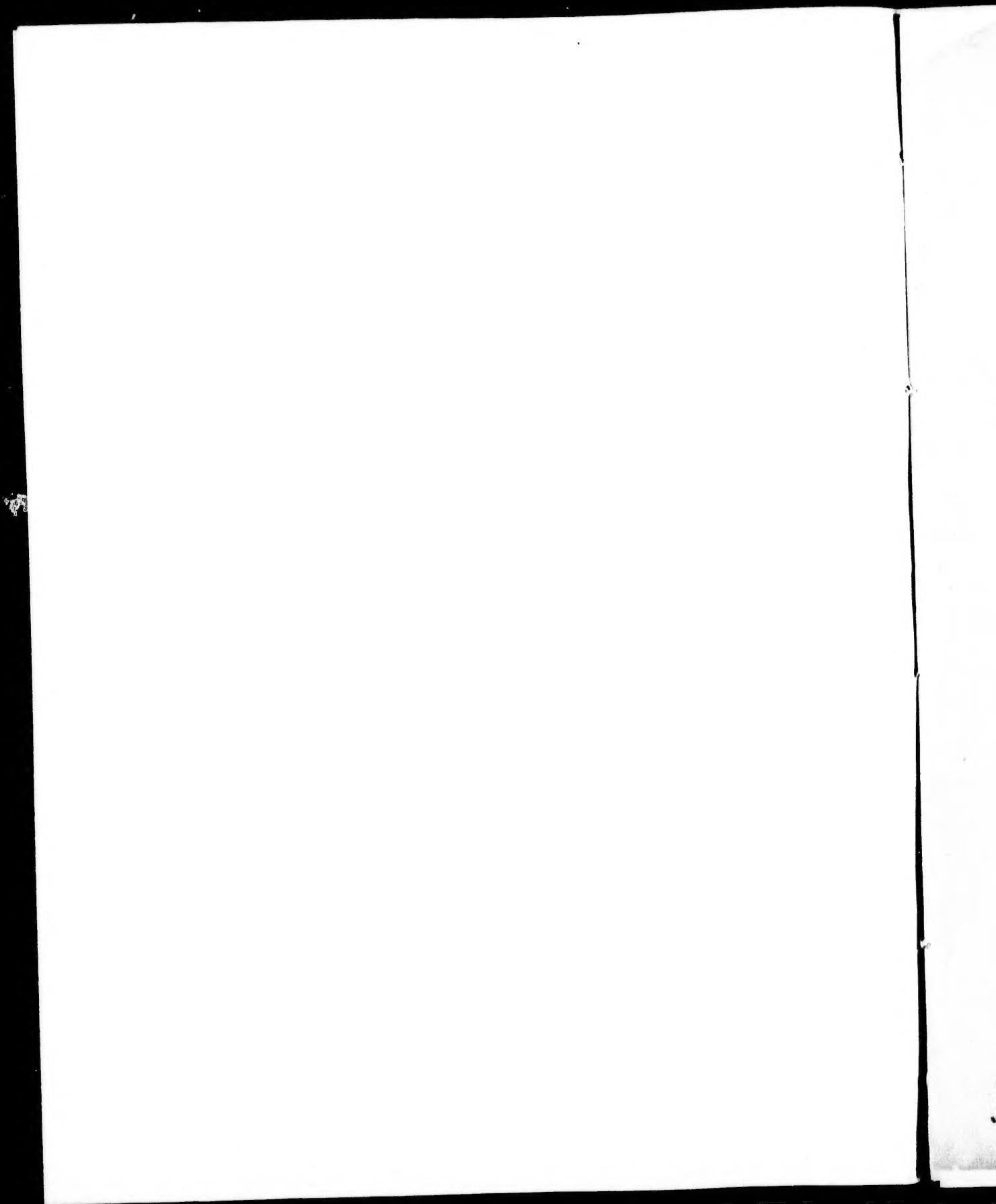




A FEW COMMENTS

UPON

MR. MACAULAY'S REMARKS ON THE INTERNAL WATER COMMUNICATIONS OF THE CANADAS,

AS PUBLISHED IN THE QUEBEC GAZETTE OF THE 8TH FEBRUARY.

In the years 1824-5 Mr. Macaulay was employed in the Rideau Canal survey, and was personally very zealous in his opposition to the plans and enquiries set forward by the St. Lawrence Association, and,—with many others equally opposed to enquire into the best method of overcoming the difficulties of ascending the river St. Lawrence; adding, as was then the fashion, that the Rideau Canal was the only safe and efficacious route. After enjoying his salary for some time in that ill-devised plan, would it then have been credited, that in the year 1837, after the use of the Rideau Canal had been clearly proven,—by the voyage of a vessel of 100 tons up that Canal from Quebec, round Lake Ontario (as late as 27th Nov., 1835), and down the Rapids back to Quebec,—opening a navigation to 100 towns and villages in the British possessions, and to nearly half as many on the United States' side of the river and lakes of the St. Lawrence,—instead of reflecting on the immediate benefits of a navigation now open from the Gut of Canso, in fact, from the Atlantic Ocean to the town of Chicago on Lake Michigan, a distance of nearly 2000 miles, in vessels of 100 tons, proved to be fit for any sea, and of its immediate advantages, as set forth in my pamphlet published in March, 1835,—Mr. Macaulay now comes forward (being paid all the time for detailing his wisdom) to propose that seven Commissioners should be named, to spend a few more millions I suppose, on canals; and perhaps to let them fall into the hands of some company, as in the case of the Rideau line, who will tow none but their own barges, and they will not venture to cross the Lakes, thus keeping up transshipment at Montreal and Kingston. It is really disheartening to think that this great channel of intercourse is neglected for railway schemes to the moon, and St. Lawrence Canals for East Indiamen.

Really, it is a fact, which cannot be doubted, that nearly all Canada improvements are marred by self-interested views, falsely estimated,—for undoubtedly the best self-interest would be the general interest, especially in this matter; and is there any Commis-

sioner or other person that will deny, that before any more bungling like the past is attempted, by means of new Commissioners, the route now open,—far superior to any in the United States for magnitude and cheapness, without any transshipment,—should, in the first instance, be rendered available. *Reader, will it be believed? Legislators of Canada do you not know?* that one small steam tow-boat is all that is wanted to open this great navigation, if the Rideau Company still refuse to tow any other than their own barges!!

In the face of all this, and in the face of an offer made to the Upper Canada Legislature last session, to ascend all the Rapids of the St. Lawrence in one bottom, to cost only £7000,—if this gentleman's generally-admitted wise recommendations are adopted, we may have the mortification to live to see £7000 spent for the purpose of obtaining the opinions of the seven wise men, whom favour may select, and after waiting 10 or 12 years longer, may also live to see the St. Lawrence Canals deserted for the only one that ought, from the first, to have been adopted, and that one is from Hungerford Bay, below Johnstown in Upper Canada, to the Petite Nation river below Hawkesbury, on the Ottawa river,—the cost of which would be less than the Cornwall section, or the Lower Canada section, on the St. Lawrence, besides avoiding all its rapids, and all but one of those on the Ottawa. But this will not suit local interests, and ten to one if it would the views, not to mention the interests of the seven wise men whom it might be thought fit to appoint.

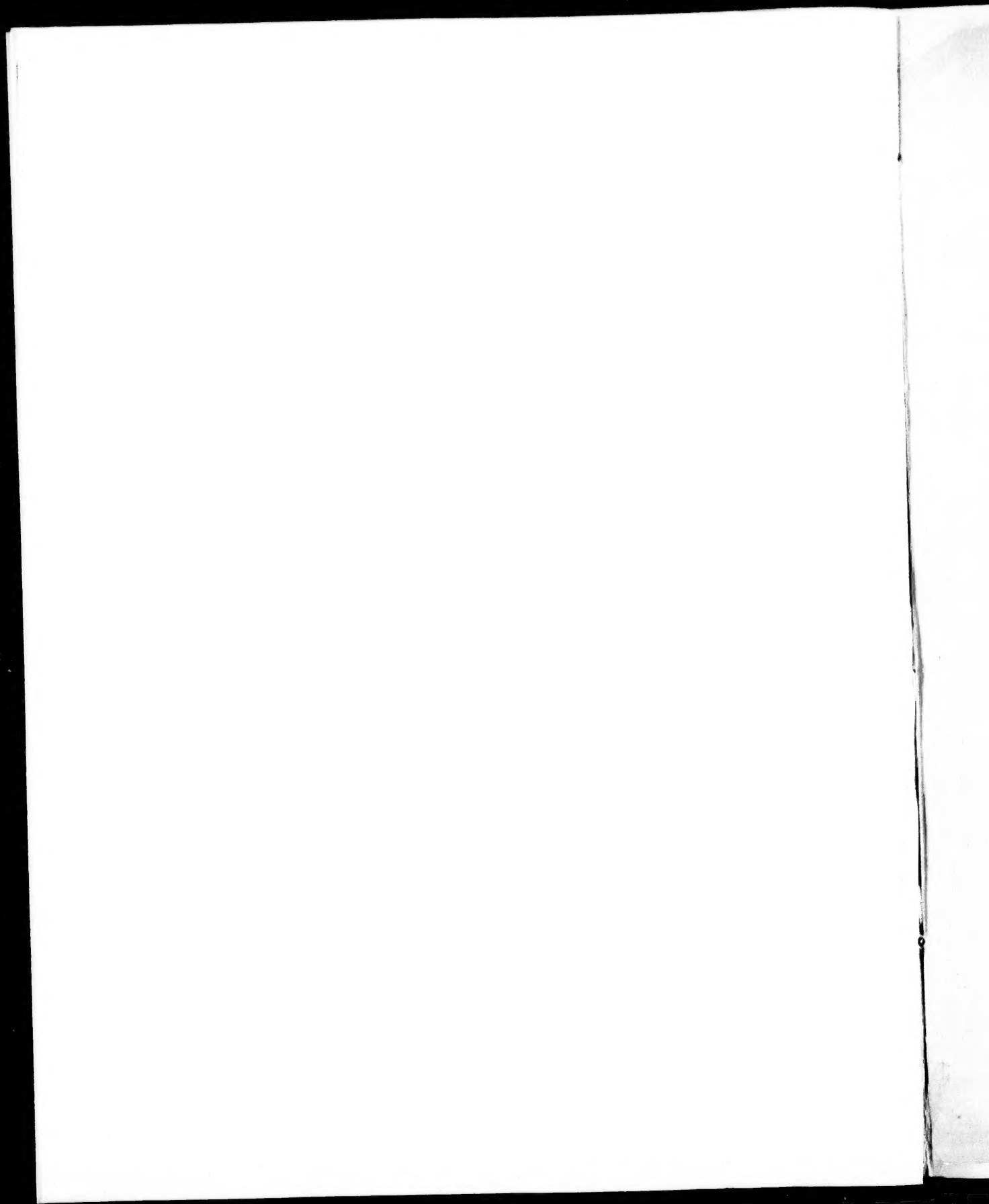
The appointment of interested Commissioners, cunningly devised by locally interested Legislators, it was perceived the Saint Lawrence Association would, by its enquiries into the best plans, have set at naught; therefore it was opposed, but it may yet be revived.

JAMES GEORGE.

Quebec, 9th Feb., 1837.

* * Let the cost of five vessels, of 100 tons each, fit for this trade, be stated,—say £1,500,—their freight up and down first trip £2,000,—it can be done in three weeks. A ship of 500 tons, equal to five barges, will cost £10,000,—freight, if on voyage to Great Britain, £5,000 only; as they generally return in ballast, nothing certain can be allowed, and this will take three months at least. J. G.

* £6,000, * £1,500
1 ship 6000t 2 freight - 3000 in 3 months = £3,000
5 Barges - 1500 - 7 - 2000 each trip - 4 14,000
Balance in favour of barges 11,000



ON INTERNAL COMMUNICATIONS IN THE CANADAS.

It will be found very convenient to the public, that the proprietor of Goudie's wharf has permitted a passage through the Commercial Buildings for passengers only, which has been taken by the joint Companies of St. Lawrence and the Tow Boat Company, whose office is now held at No. 7, Commercial Buildings. These properties by this accommodation have reverted to their original bustling scene of business, and bid fair to rise in value with that of any other in the Lower Town.

If to this were added a little more energy in promoting the present extensive interior navigation proved by the voyage of the Quebec Barge, burthen 100 tons, how soon might not the British capitalist turn his views to this rising British country, instead of allowing himself to be swindled out of Millions in a foreign land, where no community of interest exists.

Let the opinion of one who has had experience and knowledge of the difficulties so much magnified respecting the navigation of the Rapids of the St. Lawrence, be offered in contradiction to the wasteful expenditure on canals and the loss of time in stead of profitable employment of capital on a mode of conveyance known by any one of common sense to be quite practicable.

"The question of the practicability of constructing vessels which might be capable of stemming the rapids of the St. Lawrence, was frequently discussed during the late war—and now that the power of steam can be applied in aid of such vessels, I cannot entertain any doubt as to the complete suc-

cess of your barge project, if connected at certain difficult points with the assistance of the steam towing vessels and the very simple and ingenious machinery which you have suggested. Your plan appears to me to possess all the advantages which you have described, not only as regards the emigrant in his cheap and commodious conveyance with his family and effects to the point at which his labours are to commence, but in a still higher degree as respects the merchant, in the transmission to the interior of European goods, and return cargoes of agricultural produce—while to the state as a nursery of a hardy and experienced race of internal navigators, at all times available for defensive purposes (an object to which a certain degree of importance must ever attach) the prospective benefits are evidently such as ought in my opinion to secure for your plan the approbation and encouragement, if not the aid and support of the Government, I shall be gratified if the expression of these opinions should be satisfactory or useful to you."

Editors of Newspapers who desire that such improvements should be put down, as they might tend to prove that all the opposition that has been raised against them, is found to proceed from "false views of interest," or want of intelligence as to their practicability, bearing and extent, will please not to copy these remarks.

Q.